

AMENDMENT TO THE SPECIFICATION

Amend the paragraph beginning on page 6, line 22 as follows:

Preferably, fluid flow from the brake 16 through a first conduit 76, to the master cylinder 14 through a second conduit 78, is maintained between the lip seal 64 and the bore 28 of the housing 19 during all fluid pressure conditions during brake release. However, it is known that lip seals in known control valves can deform when a substantially high pressure differential exists between the brake 16 and the master cylinder 14, such as, for example, during brake release, thereby trapping pressure opposite the first end 68 of the lip seal 64. When the fluid pressure is substantially higher at the first end 68 of the lip seal 64 relative to the second end 70 of the lip seal 64, which would be the case when the differential pressure is increasing rapidly across the lip seal 64, for example, within the range of from about 5000 bar per second to about 38,000 bar per second, such a high pressure differential exists. Such a pressure differential can be caused, for example, when the vehicle driver's foot slips off the brake pedal during an ABS brake application. During such an event, the control valve 20 is in the closed position, forcing fluid to flow over the lipseal lip seal 64.